

**CARRIER IS HONORED:** Capt. S. P. Ginder, right, commanding the USS Enterprise, is pictured accepting the Presidential unit citation for his ship from Admiral Chester W. Nimitz, commander in chief of the Pacific fleet, in a ceremony at a South Pacific port. The Enterprise is the first aircraft carrier so honored.—Official Pacific fleet photo.

## USS Enterprise Given Presidential Citation

AN ADVANCED PACIFIC BASE, May 29. (AP)—The aircraft carrier Enterprise, which probably has wreaked more havoc on the Japanese navy and air arm than any other ship of the U. S. fleet, was awarded the presidential unit citation recently by Admiral Chester W. Nimitz, commander in chief of the Pacific fleet, the navy announced Friday.

The Enterprise is the 15th ship so rewarded. The presentation was long delayed because the carrier has been so active she seldom has been in port long enough to receive honors.

Admiral Nimitz credited the Enterprise and her air squadrons with destruction of at least one of every type of Japanese combat ship and with destroying hundreds of enemy aircraft in her many major engagements in the Pacific campaign.

The citation read "for outstanding performance in action." The navy, for security reasons, declined to elaborate.

Admiral Nimitz himself, in presenting the award, said:

"I entrust to you the future career of this magnificent ship. I know that you will acquit that responsibility well."

The award came almost as a birthday present for the Enterprise, which was commissioned May 12, 1938.

Since Pearl Harbor the Enterprise has roamed the Pacific engaging Japanese forces in several theaters.

Some admirals and captains who have earned the "fightingest" reputations in the Pacific have served on the Enterprise but their names and records also are not yet permitted to be published.

Only when the war is ended can the full, daring, thrilling story be told of her officers and men, some of whom hardly have set foot on land since Pearl Harbor.

Capt. S. B. Ginder, accepting the citation for the Enterprise, said:

"The Enterprise and her air groups have always fought together as a team.

"In combat this ship and her air groups have lost some of their best—those officers and men can never be replaced—but the concentrated training of replacement personnel has maintained the fighting team.

"On May 12 we celebrated the fifth year of service of our ship. There are still on board some 140 officers and men who placed her in commission.

"Time and the exigencies of the service will slowly thin out the veterans of past battles—but it will forever be an honor to serve in this gallant ship and the veterans and newcomers solemnly vow to uphold the faith and confidence of you—our commander in chief."



# What's In a Name

## 26. The USS Enterprise

By RICHARD SHAFTER

SOME time ago the Navy Department released a list of actions in which the carrier ENTERPRISE has so far participated. The list reads like a time table of the Pacific war. "Big E" and her brood of stinging fledglings pursued the Jap carrier task force that had let loose the nefarious surprise attack on Pearl Harbor while peace talks were still going on in Washington. Through December and January of 1942 she continued to patrol the approaches to Oahu, to guard against a repetition of the foul blow. After that she participated in the Marshall Islands raid, the Wake Island raid, the Marcus Island raid. Following that she patrolled for a time the Pacific air route we had thrown across the great ocean in competition with the "Tokyo Express." Next she covered troop landings and other actions at Efati Island in the New Hebrides and other far-flung bases in the South Pacific. Then, at the Battle of Midway, ENTERPRISE was finally able to take telling toll of the enemy. Her pilots sank two Jap carriers and took part in the sinking of a third. And though there was a lengthy squabble between Army and Navy as to who should be given credit, it is now generally conceded that naval fliers were primarily responsible for sending the giant Jap carrier *Akagi*, her sister vessel *Kaga*, and the two smaller carriers, *Hiryu* and *Soryu*, to the bottom of the Pacific. ENTERPRISE was in on the kill.

In August '42 "Big E" was back in the Solomons. Her pilots covered the landing of the Marines on Guadalcanal and fought for the maintenance of that precarious foothold when three weeks later the Japs made their first desperate attempt to dislodge our men. In October ENTERPRISE came as close to going down to Davy Jones' locker as any ship that ever lived to have her men tell the tale. No less than 84 Jap fliers made a concentric attack on her during the battle off the Santa Cruz Islands. They left her a flaming wreck. But she lived through it, was overhauled, and is still in there, punching as hard—and probably even harder—than ever.

Throughout her manifold and varied tasks, the "Big E," last survivor of the

three sister ships of the HORNET class, has lived up to the tradition that has grown around the name of ENTERPRISE. But while the present ENTERPRISE is a 19,900-ton modern sea-monster, the first naval craft to carry that proud name under the Stars and Stripes over the high seas was a little 135-ton topsail schooner, launched at Baltimore in 1798 shortly after the outbreak of the undeclared war with France. Even then the name ENTERPRISE had already become somewhat of a tradition. That hurriedly assembled suicide flotilla with which Benedict Arnold stopped the British advance along Lake Champlain in 1776 counted among its members a little armed sloop by the name of ENTERPRISE.

The ENTERPRISE of 1798 was the quintessence of what has been called the early Baltimore clipper design. With knife-sharp bows, a slim waist and rakish masts that carried spars and canvas almost too heavy for her sweet lines, she was one of the fastest things afloat. Within a few weeks of her arrival in the West Indies, where she was to harass the French supply lines, the little craft had a nickname. "Lucky Little ENTERPRISE" they called her, and she needed all her luck to get out of the many scrapes into which she got under the command of daring and impetuous Lieutenant John Shaw. ENTERPRISE carried only twelve guns, but she did not hesitate to mix it with a big Spanish brig-of-war who picked on her "by mistake," believing, according to her skipper's report, that the ENTERPRISE was British. Broadside to broadside they hammered it out, with the little ENTERPRISE greatly outweighed in gun metal, until eventually both of them had to draw off to lick their wounds and make repairs.

Shaw went into St. Thomas to refit and the skipper of a big French lugger, seeing the shambles that the Spanish brig's fire had made of ENTERPRISE's decks, was hasty enough to send Shaw a challenge to have it out outside the harbor. Shaw obliged. As soon as repairs were effected, ENTERPRISE stood out to sea, standing on and off before the harbor, waiting for the lugger to come out. But the Frenchman had had a change of

heart and preferred to choose the better part of valor and stay safely inside.

Meanwhile the waiting ENTERPRISE took a famous French raider, the *Algle*, of eight guns. Still the lugger refused to come out and fight. But a week later Shaw caught up with him as he was trying to sneak out. The lugger tried to run for it, with ENTERPRISE in hot pursuit, criss-crossing the Frenchman's wake and spraying her decks with the fire of her bow chasers. The lugger finally couldn't take it any longer and brailled her mainsail, waiting for ENTERPRISE to come up. After two broadsides the heart left the Frenchman. He struck his flag. Among the passengers aboard was a French general.

Shortly after ENTERPRISE had it out with the corvette *Flambeau*, almost twice as large and twice as heavily armed as the little U.S. schooner, ENTERPRISE sailed circles around the clumsy Frenchman. His heavier gun metal availed him nothing. After twenty minutes he struck his flag. When the war ended Shaw could report that ENTERPRISE had taken 18 vessels with over 300 prisoners.

In the reorganization of the Navy following the French War, all craft of less than frigate rating were sold out, with one exception. ENTERPRISE remained on the active list. And thus she came to be the first U.S. naval craft in Mediterranean waters when a few years later, in 1802, war broke out with Tripoli.

ENTERPRISE drew first blood in that conflict. The Pasha had not yet cancelled his treaty with the U.S. when his polacca-rigged cruiser *Tripoli* attacked the ENTERPRISE off Malta. By that time Master Commandant Andrew Sterrett, who gave his name to Destroyer DD 407, was her skipper. *Tripoli* carried 14 guns, all of them heavier than ENTERPRISE's twelve carronades. But Sterrett did not hesitate to take her on. Within ten minutes he had shot the mizzen mast out of the corsair. Half an hour later, with fifty dead scattered about her decks, *Tripoli* struck.

Sterrett was in a quandary. War had not been officially declared yet. He had no authority to make captures. Yankee and naval ingenuity came to his aid. He threw the *Tripoli*'s guns and ammunition overboard, cut down the two masts still standing, leaving her only the stump of the mizzen and a handkerchief-sized trysail for a jury rig, and permitted her to limp home as best she could to complain to the Pasha.

Shortly after Sterrett captured another





polaces, the *Pauline*, and then *ENTERPRISE* came under the command of Lt. Stephen Decatur and participated in the long drawn-out cat-and-mouse game of the Tripolitanian blockade that eventually forced the Pasha into a new treaty of amity and friendship with the U.S.

But before the Pasha caved in, Bainbridge's *PHILADELPHIA*, star frigate of the Navy, got stuck on the reefs off Tripoli harbor. The fine frigate and her crew of over 400 fell into the Pasha's hands. There was nothing that could be done for the prisoners, kept as they were in underground dungeons beneath the citadel. But the *PHILADELPHIA* could be cut out. Decatur was the man to do it. Aboard a captured ketch that was disguised as a merchant-man he sneaked into the harbor and burnt the *PHILADELPHIA* under the muzzle of the Pasha's guns. The famous raid, still inspiring every American school boy, was primarily *ENTERPRISE*'s enterprise. Her crew had volunteered to a man as they heard what their skipper was up to. Sixty of the 84 men who accompanied Decatur on the raid had been handpicked from among *ENTERPRISE*'s volunteers. The rest of them came from the *CONSTITUTION*.

Meanwhile Hamud Pasha, ruler of the neighboring Barbary state of Tunisia, also had thought the time opportune to extort higher tributes from America. *ENTERPRISE*, now with Lieutenant Thomas Robinson, Jr., in command, and the brig *VIXEN* under Lt. John T. R. Cox, were the first naval vessels to blockade Tunis harbor in 1805. The rest of the fleet was still busy before Tripoli, but with the arrival of *ENTERPRISE* and *VIXEN* Captain William Eaton, the former U. S. consul at Tunis, could prepare for his heroic attempt to attack Tunis from the land side (see *Our Navy*, February 1, 1943: "We've Been There Before," by George Drewance).

So far *ENTERPRISE* had been what Fletcher Pratt in his history, *The Navy*, called "a nine days' wonder as the fastest thing in Mediterranean waters," or in any ocean, for that matter. However, in the War of 1812 she began as a dead-slow scow. The new Secretary of the Navy, Thomas Tingey, stuck to the opinion that a man-of-war should be primarily a gun carrier. *ENTERPRISE*'s hull was given a second planking; her towering masts were cut down, and her topsail schooner rig replaced by that of a brig. *VIPER*, *VIXEN*, *SYREN* and other sister vessels of the *ENTERPRISE*, similarly converted, were captured by British blockaders without much effort. They did not have the speed to run for it if out-gunned. But the lucky little *ENTERPRISE*'s lucky star still held. Not merely was she able to run the blockade successfully, but under the command of Lt. William Burrows she fell in with the British brig-of-war *Boxer* off the coast of Maine. The ensuing battle went down in history as one of the most outstanding victories for the Stars and Stripes in a war that abounded in single-ship duels.

With the British Union Jack flying beneath Old Glory, the USS *ENTERPRISE* proudly escorted her captured foe into the harbor of Portland, Maine.

After the war, again re-rigged as a schooner, *ENTERPRISE* helped suppress piracy in the West Indies. One of the most nefarious strongholds of the gangs that preyed on shipping along the old Spanish Main was located near Cape Antonio, Cuba. Under command of Lt. Lawrence Kearny, *ENTERPRISE* and her crew razed the forts the pirates had built there and recovered some of their latest loot and some American and British seamen held prisoners. The chief culprit commanding that pirate's nest escaped. He was a blood-dyed renegade American by the name of Charles Gibbs, who reputedly had been a midshipman during the War of 1812. Fate did not catch up with him until eight years later when he was hung on Ellis Island in New York harbor. But with the razing of his Cape Antonio hideout piracy had been dealt a deathblow by the *ENTERPRISE*.

The little craft did not survive that latest of her triumphs for long. In the fall of the same year, 1823, one of the feared West Indian hurricanes threw her on the rocks off Curacao and she became a total loss. But her name reappeared a few years later on the Navy's list as that of the first of a series of ten-gun schooners to be added to the fleet. Patrol duty along the African slave coast and in the West Indies and an occasional diplomatic mission fell to the lot of the new *ENTERPRISE* in the long years of peace that followed. In 1835 *ENTERPRISE* accompanied the sloop-of-war *PEACOCK*, Captain E. P. Kennedy, on a cruise during which Zanzibar and other ports of the African east coast were visited for the first time by U.S. naval craft. Ken-

nedy could bring back from his mission the first treaty with the rulers of Muscat and Siam.

At the beginning of the Mexican War in 1846, *ENTERPRISE*, together with her sister vessels, *EXPERIMENT*, *BOXER*, *LAWRENCE*, etc., were sold out. The days of sail were drawing to a close. Almost twenty years passed before the name of the lucky little *ENTERPRISE* was again bestowed on a naval vessel, and then it was given to the hull of an old wooden merchantman that, together with others, was resurrected from the wreckers' yard, to be hurriedly converted into screw-propelled gunboats.

This—the fourth—*ENTERPRISE* had not much chance to add to the Navy's laurels during the Civil War. But she was a stout old ship and stayed in the service for almost twenty years, serving as surveying vessel for the Geodetic Survey and in similar capacities.

When that *ENTERPRISE* was mustered out, again half a century passed before the name of the scrappy little schooner of 1798 should reappear in new glory with the carrier of the *HORNET* class launched on October 3, 1936, at Newport News.

As her sister vessels, *YORKTOWN* and *HORNET* did, "Big E" carries over a hundred planes, both bombers and fighters, that can be launched either from the flight deck or be catapulted from the hangar deck.

That she is still alive after the many scrapes she has been through is ample indication that the lucky star that shone over the lucky little *ENTERPRISE* of 1800 also watches over the fate of "Big E."

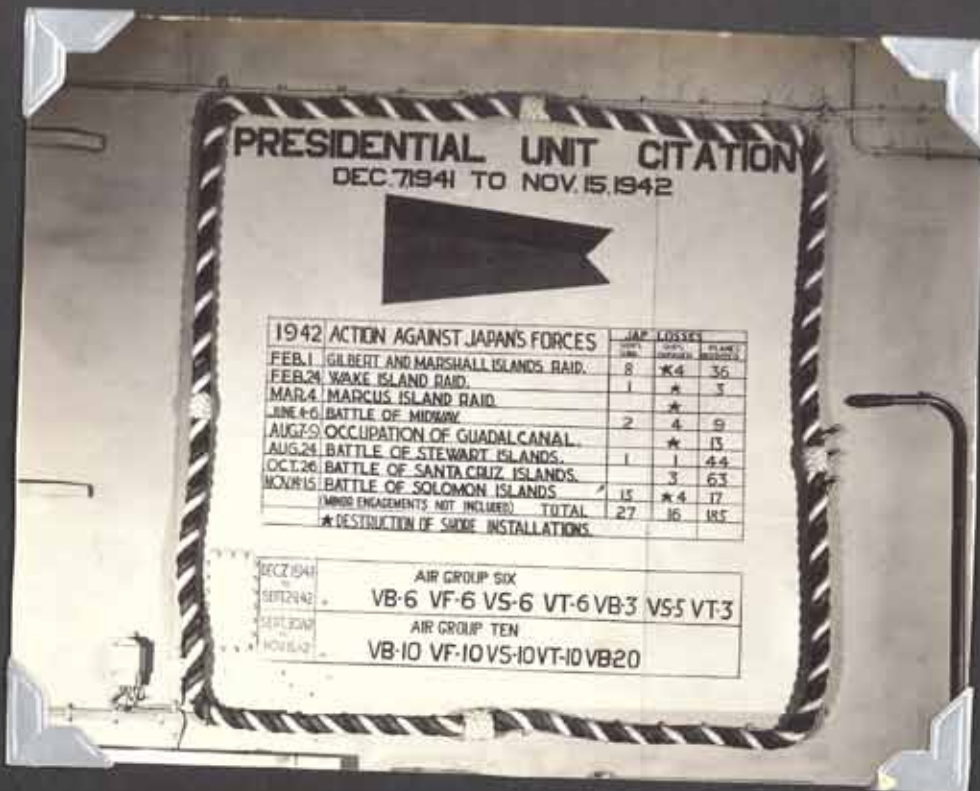














# ACTION *Against* JAPAN

SUBSEQUENT to NOVEMBER 15, 1942

DATE	ACTION	JAPANESE LOSSES			
		SHIPS SUNK	SHIPS DAMAGED	PLANES DESTROYED	SHIPS CAPTURED (RECOVERED)
Jan. 30, 1943	ACTION at RENELL ISLAND			11	
Nov. 19-21, 1943	GILBERT ISLAND OCCUPATION			3	★
Dec. 8, 1943	KWAJALEIN ATOLL RAID	3	8	14	★
Jan. 29-Feb. 8, 1944	MARSHALL ISLANDS OCCUPATION			4	★
Feb. 16-17, 1944	TRUK ISLANDS RAID	10	28	75	★
Feb. 20, 1944	JALUIT RAID		1		★
Mar. 30-Apr. 1, 1944	PALAU WOLEAI and YAP ISLANDS RAID	3	20	29	★
Apr. 20-24, 1944	HOLLANDIA OCCUPATION			81	★
Apr. 29-30, 1944	TRUK ISLANDS RAID		5	23	★
May 1-3, 1944	MARIANAS ISLANDS OCCUPATION	3	2	39	★
June 19-20, 1944	BATTLE of the PHILIPPINE SEA		3	32	
Aug. 27-Sept. 5, 1944	BONIN ISLAND RAID	3	4		★
Sept. 6-13, 1944	OCCUPATION of PALAU				★
Oct. 10, 1944	NANSEI SHOTO RAID	15	18	14	★
Oct. 11-13, 1944	FORMOSA RAID	4	13	45	★
Oct. 14-15, 1944	OCCUPATION of LEYTE ISLAND	2	9	152	★
Oct. 24-25, 1944	BATTLE of the PHILIPPINE SEA No. 2	3	18	4	
Nov. 11-12, 1944	PHILIPPINE ISLANDS RAIDS	6	17	130	★
<b>TOTALS</b>		<b>52</b>	<b>150</b>	<b>664</b>	
Dec. 1, 1944	AIR GROUP 10	VB-10	VF-10	VS-10	VT-10
Dec. 1, 1944	AIR GROUP 6	VB-6	VF-2	VF-6	
Jan. 31, 1945	AIR GROUP 10	VB-10	VF-10	VT-10	VF-10/101
Jan. 31, 1945	AIR GROUP 20	VB-20	VF-20	VT-20	VF-10/20























COMMANDING OFFICER  
USS ENTERPRISE CVN-65  
FPO SAN FRANCISCO 96636-2810

L to R

- 1) Flight deck crewman
  - 2) Back of Geo Sauer All American, Nebraska  
Flight deck officer
  - 3) Lt(jg) Chuck Bolton, VB-1G
  - 4) ARM2 McGorry
  - 5) Ews Red Dean
- } Killed following day  
at Truk

J.D. Ramey

























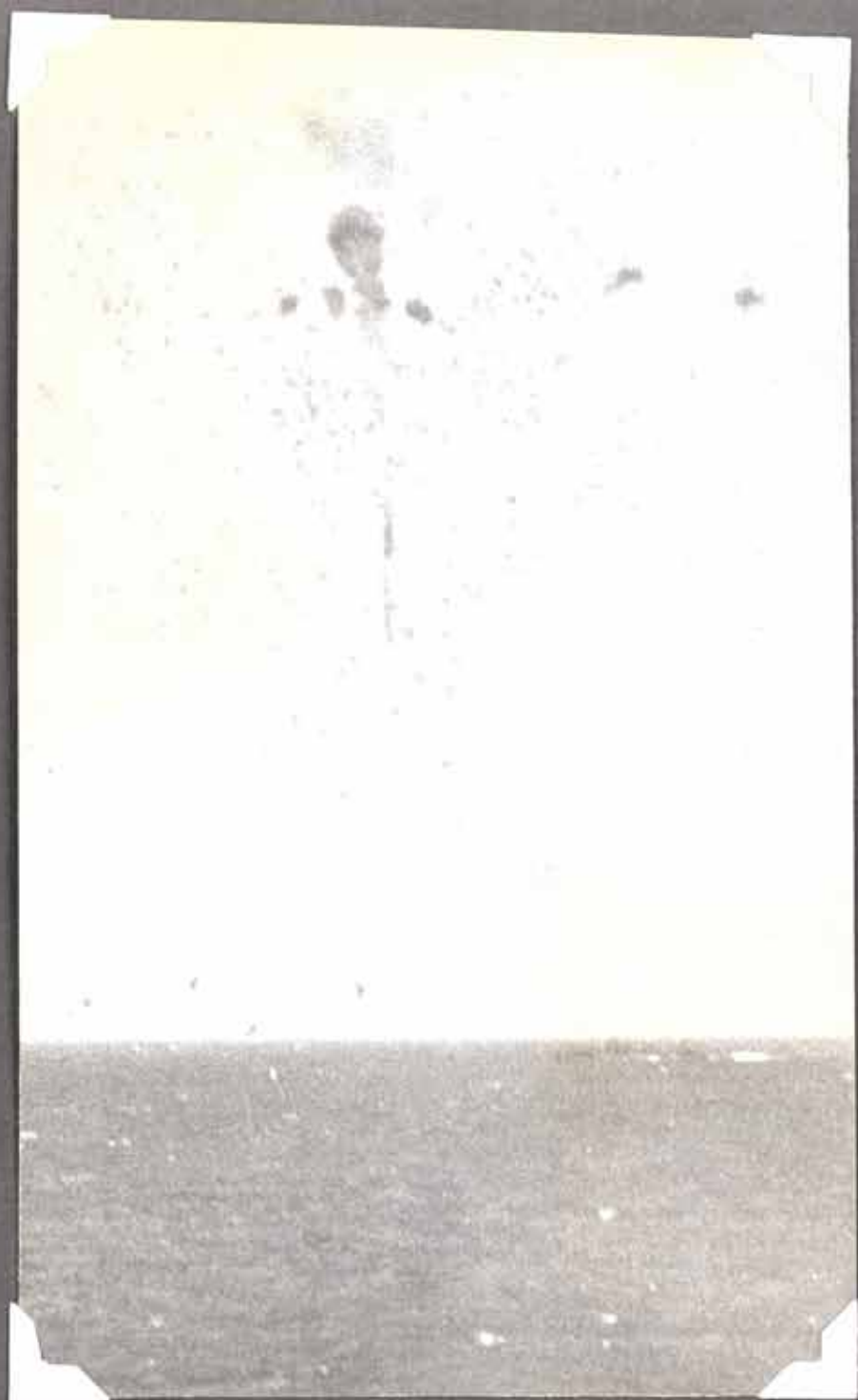


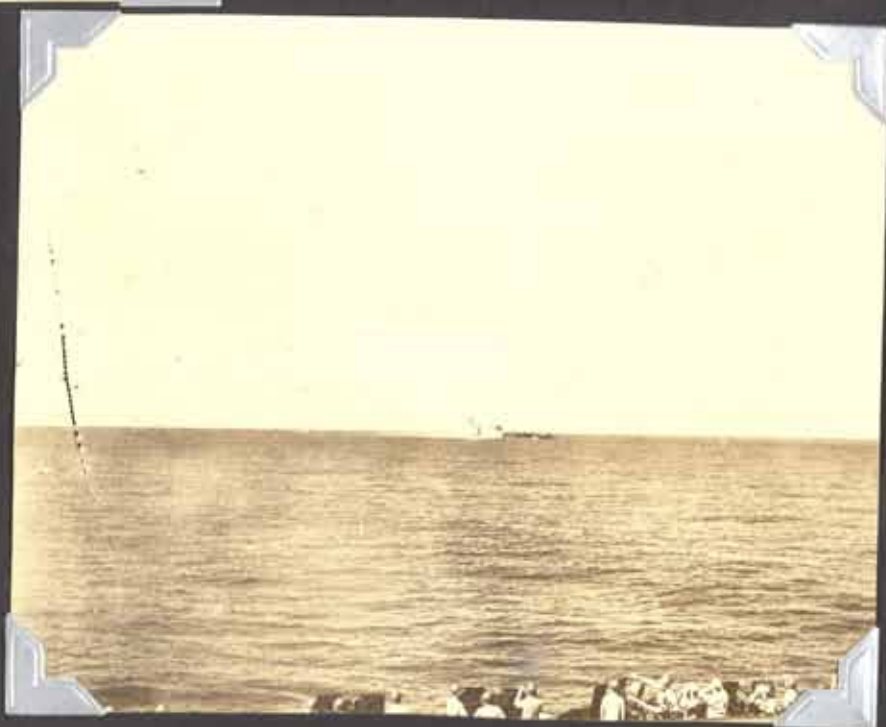




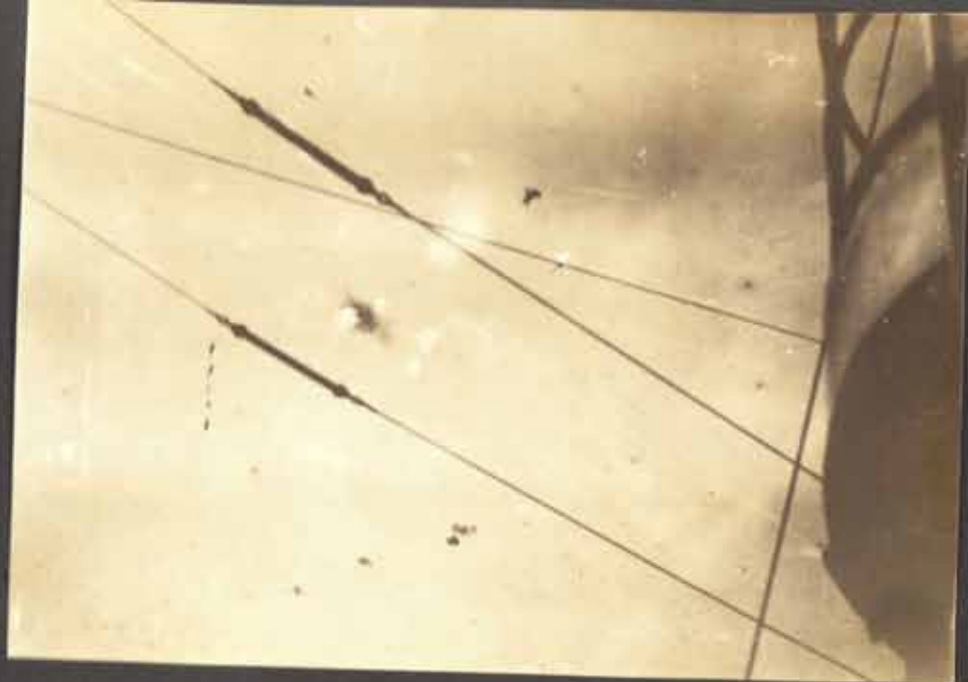












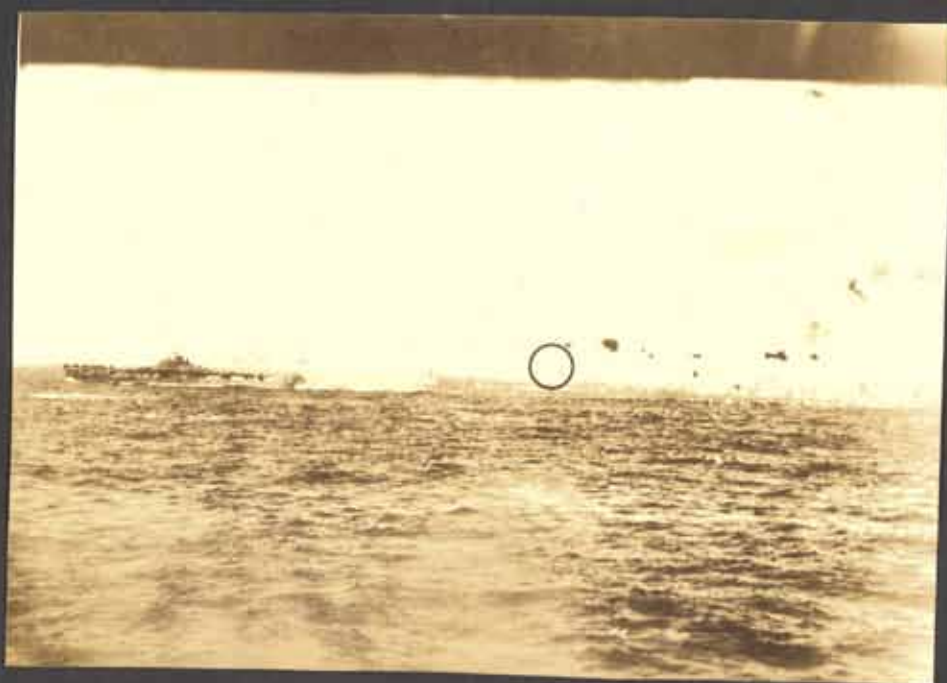






USS INTREPID UNDER ATTACK  
FROM "KAMAKAZE" OFF  
KYUSHU MARCH 18, 1945

"ACK ACK"



PLANE LOW ON  
WATER AT SIX  
O'CLOCK.



HE'S AFIRE !!!





WITH A LAST SECOND DIVE  
THE BURNING KAMAKAZE  
PLUNGES INTO THE INTREPID'S  
FLIGHT DECK.

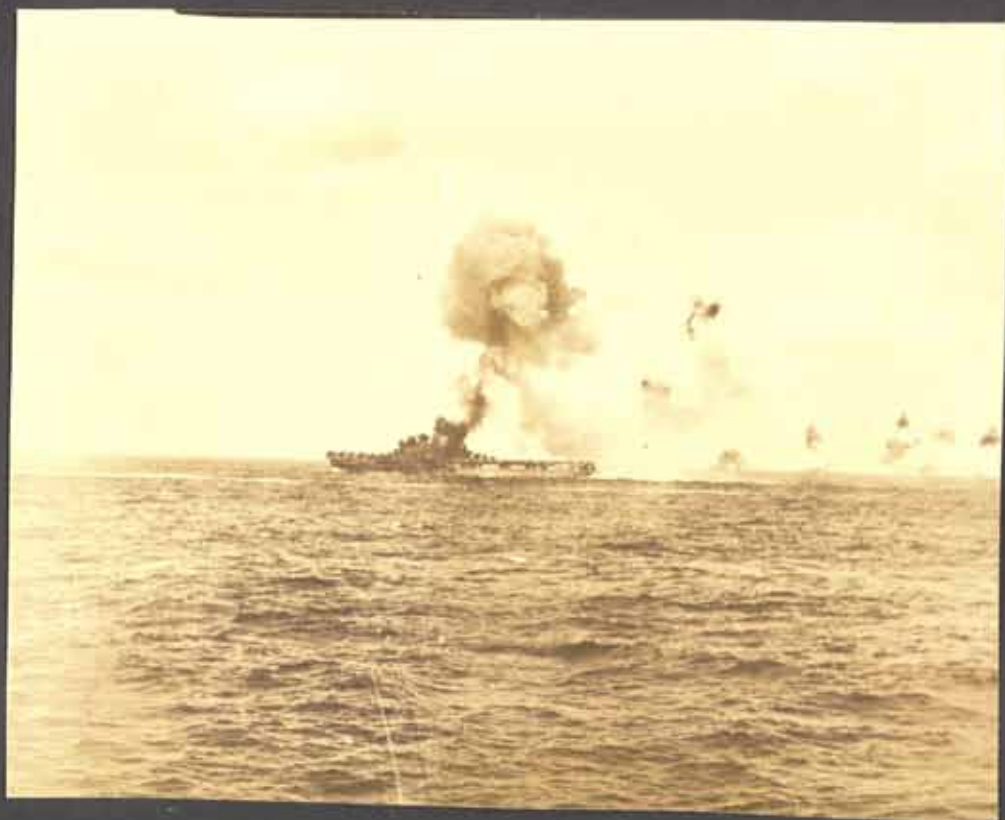


"MAN  
ALL  
FIRE  
FIGHTING  
STATIONS"





SMOKE BILLOWS FROM BURNING AIRCRAFT  
AND GASOLINE AS THE BATTLE TO BRING  
THE FIRE UNDER CONTROL CONTINUES.





## CROSS FIRE!!!

WHILE ATTACKING JAPANESE  
PLANES DIVE FOR THE KILL,  
"BIG E" FIRE FIGHTERS MOVE  
IN TO BATTLE.



WHILE COVERING THE WITH-  
DRAWAL OF THE FRANKLIN  
D. ROOSEVELT (TG 58.3)  
ON MARCH 21, 1945, TG 58.3  
BORE THE BRUNT OF A  
DEVASTATING JAP AIR ATTACK.  
DURING THE HEIGHT OF THE  
FIERCE STRUGGLE, BLAZ-  
ING CROSS-FIRE IN THE  
FORM OF 5 INCH PROJEC-  
TILES TORE INTO THE FOR-  
WARD 40MM MOUNT, RES-  
ULTING IN A RAGING FIRE  
OF BURNING AIRCRAFT  
AND EXPLODING AMMO.



AMIDST A SHOWER OF  
EXPLODING AMMO.  
THE FIREFIGHTERS  
CONTINUE THE  
BATTLE TO BRING  
THE FLAMES UNDER  
CONTROL...



"SEEK COV

"UNDER CONTROL

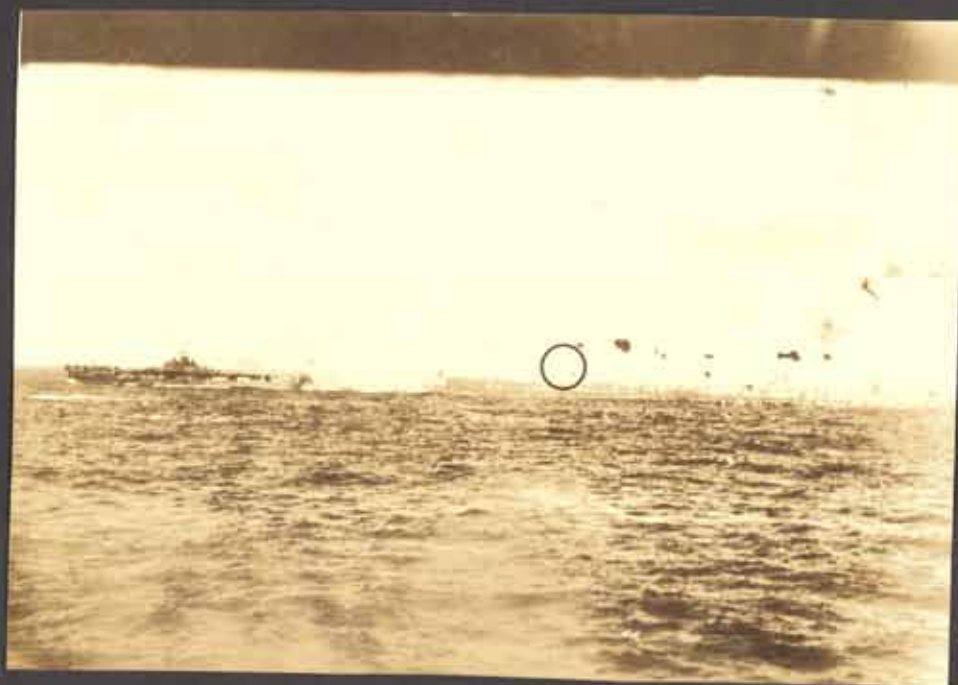






USS INTREPID UNDER ATTACK  
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MAN  
ALL  
FIRE  
FIGHTING  
STATIONS"



*The* CRIM  
REAPERS



FIGHTING SQUADRON TEN  
USS ENTERPRISE  
JANUARY 1944

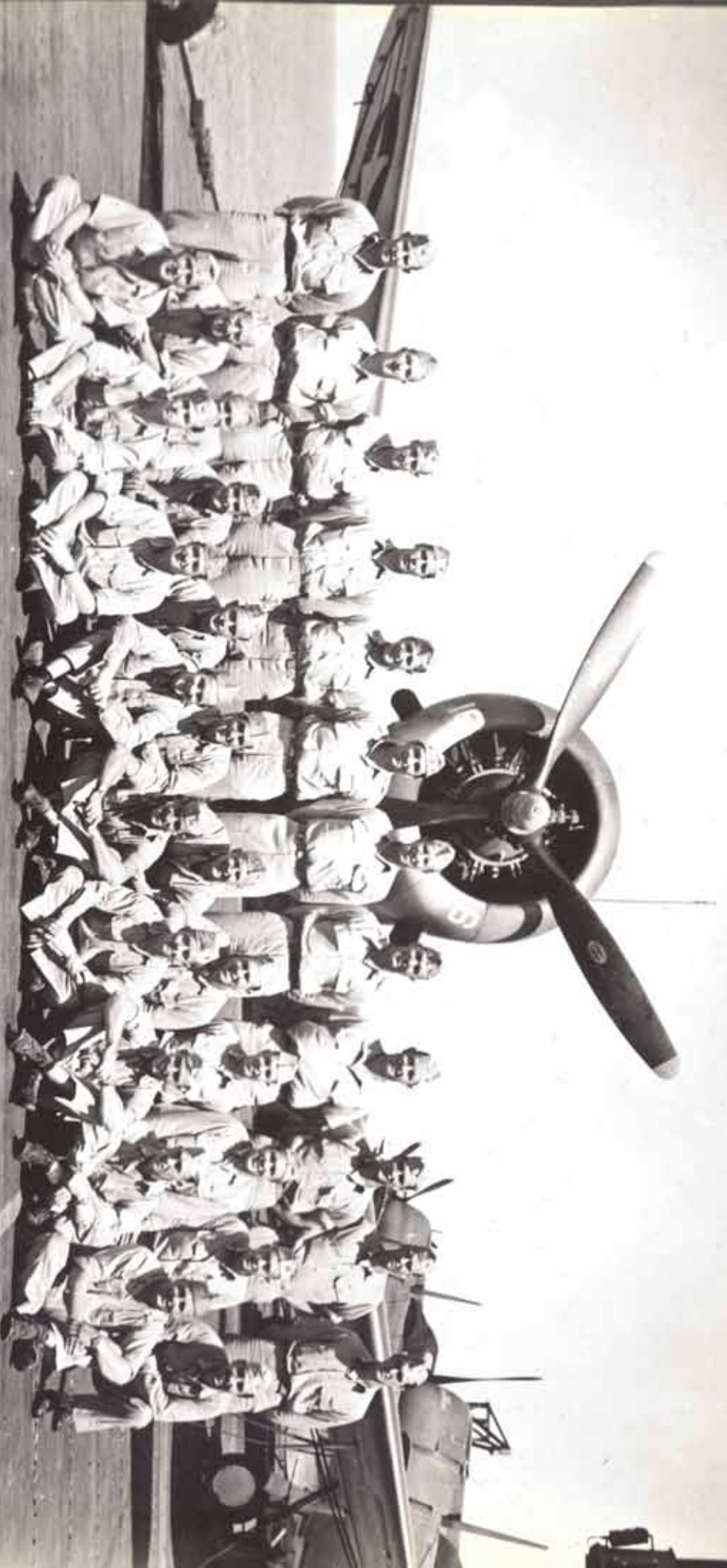




# TORPEDO SQUADRON TEN

USS ENTERPRISE

JANUARY 1944



BOMBING SQUADRON TEN  
USS ENTERPRISE  
JANUARY 1944

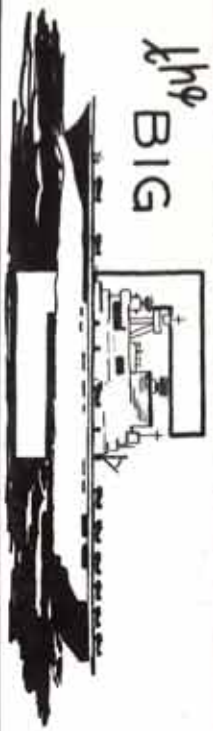


# SCHEDULE of EVENTS

# JUNE 1944

SUNDAY MONDAY TUESDAY WEDNESDAY THURSDAY FRIDAY SATURDAY

1<sup>st</sup> BIG



1<sup>st</sup> FIRST QUARTER

4	5	6	7	8	9	10
		○ FULL MOON				
11	12	13	14	15	16	17
		( LAST QUARTER				
18	19	20	21	22	23	24
		● NEW MOON				
25	26	27	28	29	30	

MOORE of B L \* \* \* D for the EMPEROR















# No Time for Glory



RITCHIE HAD ADDED TO FAME  
... from 'E' in Gilberts

HALSEY'S HEART STILL RIDES WITH 'THE BIG E', HIS FLAGSHIP WHEN WAR BROKE OUT IN '41  
... only one left in her when service built accidental situation for exploits in Pacific

VICE ADM. GEORGE D. MURRAY  
... wrote first battle order

## 'Big E' Builds Legend Her Men Never Forget

By Al Dopking

Pearl Harbor, P. H.—The "Big E" turned her proud, tough old nose into the wind at full throttle—she had come through the gray mist of time again, this time for the battle for Leyte Gulf. The Japanese fleet had split and was trying to slip in from three directions against Douglas MacArthur's sitting camp and the 4-day old invasion of the Philippines depended on the outcome.

To the USS Enterprise, side sister of her class and leader of a Presidential Unit citation, it was an old story. She has a habit of casting a shadow across "The Rising Sun." Away back in '41, returning from Wake Island, where she had delivered some fighter planes, she ran smack into the Japanese sneak attack and here were the only carrier-based aircraft in action that December 7. Since then the 19,500-tonner's exploits have become a legend.

### Escorts the Hornet

On a map, the trail of her persistent hunts for the enemy looks like the scribbles in a child's picture book, and takes in most of the major Pacific engagements.

She sailed deep into the Marshalls and Gilberts soon after Pearl Harbor for the first American blow against enemy territory.

She escorted the Hornet to within 800 miles of Tokyo for Jimmy Doolittle's daring air raid.

Often she hunted alone, for there was a time when Uncle Sam could muster no other carrier for the battle. When the sleek new carriers arrived, she refused to be benched.

She was in on the invasion of the Gilberts and Marshalls; at Truk, Palau, Yap, Wotani and Elhihi in the Carolines; Jaluit in the Marshalls; Eniwae in the South Pacific; Hollandia in New Guinea; Saipan, Guam, the Bonins, the Ryukyus, Formosa and the Philippines.

In the Gilberts she pioneered with night combat fighters, using one of her most famous fliers, Lieut. Comdr. E. H. (Butch) O'Hare.

### Out for Blood

In the Battle of the Philippines Sea in June, 1944, one of her planes was first to sight the enemy fleet and later she damaged two enemy carriers there and got 32 planes.

At Santa Cruz she and the Hornet destroyed 135 enemy planes; damaged two carriers, two battleships and three cruisers before the Hornet was mortally hit.

At Truk her airmen sank 13 ships, damaged 21 others and destroyed more than 75 planes; at Palau sank three ships and destroyed 11 planes.

Now in the battle for Leyte Gulf

she was turning her battleship-small into the breeze once again for blood. Her fliers swarmed off against a huge battleship, Japan's biggest and newest; another battleship, a 10-year-old Konga class, a Mogami cruiser and seven or so destroyers.

With the "Big E" broadside 15 miles away, the Japanese were even firing their main batteries.

The giant battleship, the Musashi, was hit with 13 bombs and 5 torpedoes and sank. A new type destroyer was set ablaze, the Mogami, and another destroyer went up in flames.

### Chases Frantic Enemy

Again next day the attack was terrific. A large carrier was left after, dead in the water; a battleship was hit; a light cruiser and a destroyer were plinked with rockets. Both the carrier and the cruiser later sank and pilots and the destroyer exploded amidships.

By then, in the words of the air group commander, the Japanese fleet "was spread over an area of many miles, was fleeing, a disorganized mob."

Before the day ended "Big E" planes sank a small carrier, damaged a light cruiser and a destroyer and, as a parting gesture, gave chase to the frantic enemy, plinking five bombs on a light cruiser, and three more on a battleship.

The "Big E" is known as a lucky ship and for the spirit of her men.

There was Midway. Teaming with the ill-fated Hornet and Yorktown, she had been searching the broad waters without success for the Japanese carrier force only 170 miles west of Pearl Harbor.

If they failed to find the enemy, it might give him the initiative and spell disaster. The "Big E's" air group commander, Lieut. Comdr. Clarence Wade McCluskey, Jr., decided to take one more look—this time much further out. Planes were running low on fuel.

### Men All Feel It

But they found the enemy and history was made that day. Never again has the enemy dared such a thrust.

The spirit of the Enterprise is hard to describe. Comdr. Thomas J. Hamilton of Columbus, 41th, her executive officer for 18 months, once tried it.

"You can't really feel it," he said, "unless you've ridden her. It's something that grips men so completely that they subordinate themselves to all else."

Admiral William F. (Bull) Halsey was carrying his flag on her when war broke. He rode her to the Marshalls. His heart still rides her. He told her so in congratulating her on the Presidential Citation.

One of the past shipmates is Vice Admiral George D. Murray of 24th, Q. of Washington. Murray wrote her first battle order, after she had started for Wake with Marine fighter planes in December, 1941.

In closing, he said, "It is the tradition of our Navy that, when put to the test, all hands bend and keep their heads down and fight. Steady nerves and stout hearts are needed now."

### No Time for Glory

The Enterprise never has been held up in an operation by major engineering trouble, never has had to wait on the swimming crew, but a strike. Her gunners have even suggested their share of enemy planes.

She never has time for sleep. There was her return to Bremerton, Wash., in July, 1943, for overhauling after 20 months in the Pacific.

As the Old Lady puked her nose—a little the worse for battle—into port, there were only 20 guards to greet her. Officials also weren't there.

Her indomitable spirit, which only the men who ride her know, always seems to impel them to that one extra step like it did McCluskey at Midway.

And then there was the young fighter pilot, Ensign Walter A. Wood, Jr., of Grand Rapids, Mich., shot down as he and his buddies plinked the Manila waterfront.

Later friendly forces found his body and note pad. On it he had scribbled his farewell message to his buddies of the "Big E." "Got three."

## U. S. S. Enterprise—a Lady With Class



The Enterprise on the pivot in the Pacific.

SOLE AT RIVIERE of her class and holder of a Presidential citation, the U. S. S. Enterprise is still on the lead of the enemy. She is responsible for some of the first American blows against

enemy territory after Pearl Harbor. She escorted the Hornet to within 800 miles of Tokyo for Jimmy Doolittle's daring air raid. At Santa Cruz she and the Hornet destroyed 135 enemy planes,

damaged two carriers, two battleships and three cruisers before the Hornet was mortally hit. In the battle of Leyte Gulf the Enterprise hit a battleship and sank a carrier and a cruiser.



## TICKET TO ARMISTICE

USE THIS TICKET, SAVE YOUR LIFE  
YOU WILL BE KINDLY TREATED

Follow These Instructions:

1. Come towards our lines waving a white flag.
2. Strap your gun over your left shoulder muzzle down and pointed behind you.
3. Show this ticket to the sentry.
4. Any number of you may surrender with this one ticket.

JAPANESE ARMY HEADQUARTERS

投 降 票

此ノ票ヲ持ツモノハ投降者ナリ  
投降者ヲ殺害スルヲ嚴禁ス

大日本軍司令官

Sing your way to Peace pray for Peace



BOOK ~~20~~ 21  
DONE

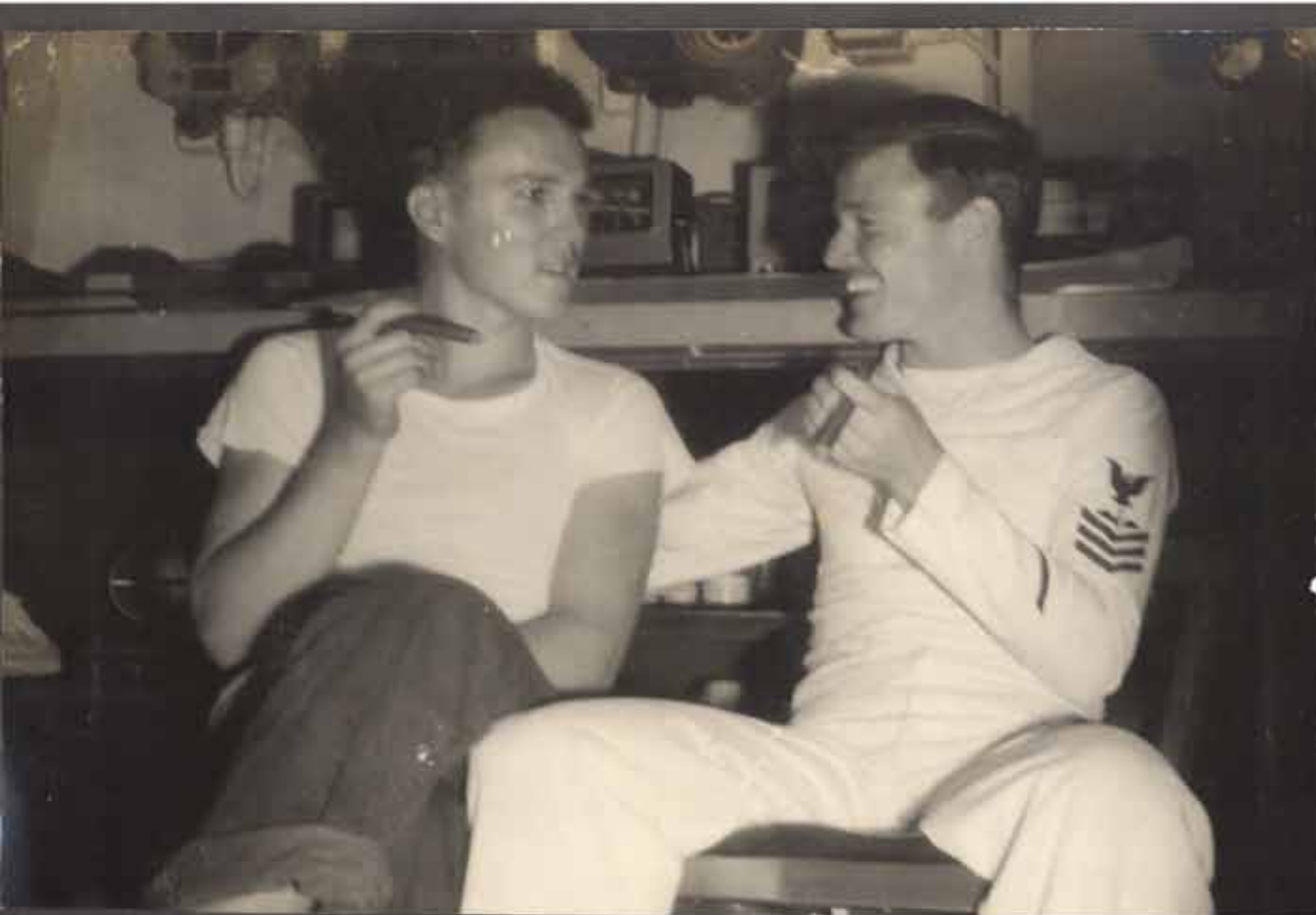






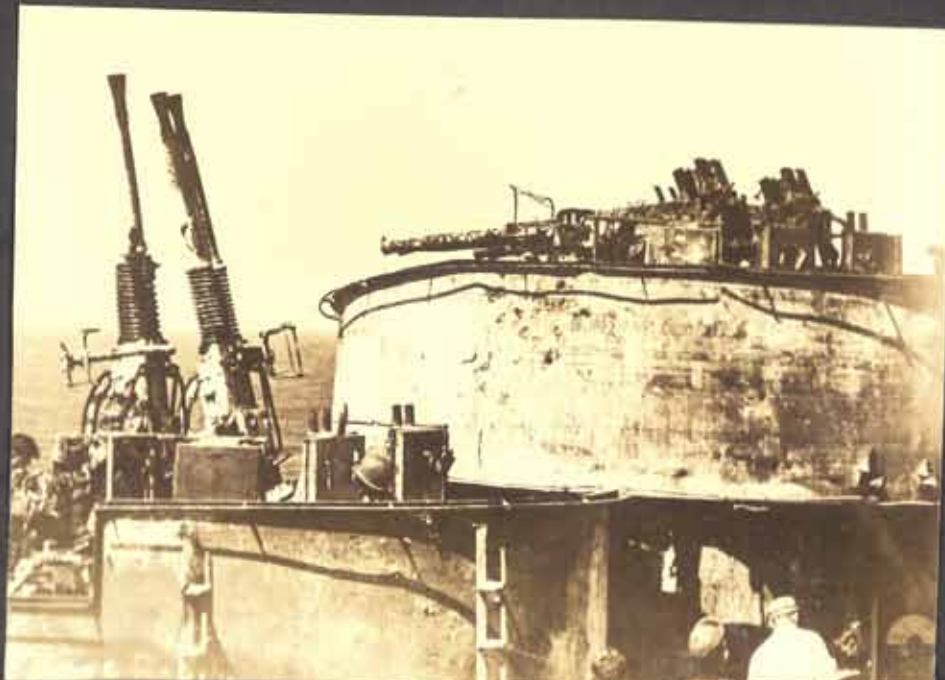








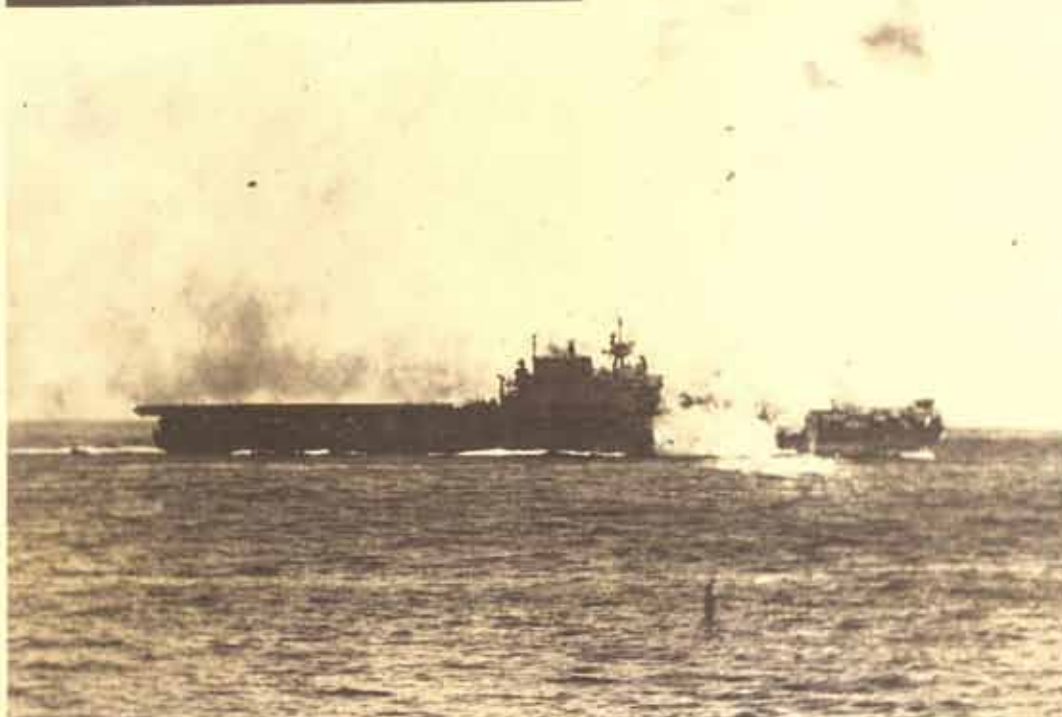




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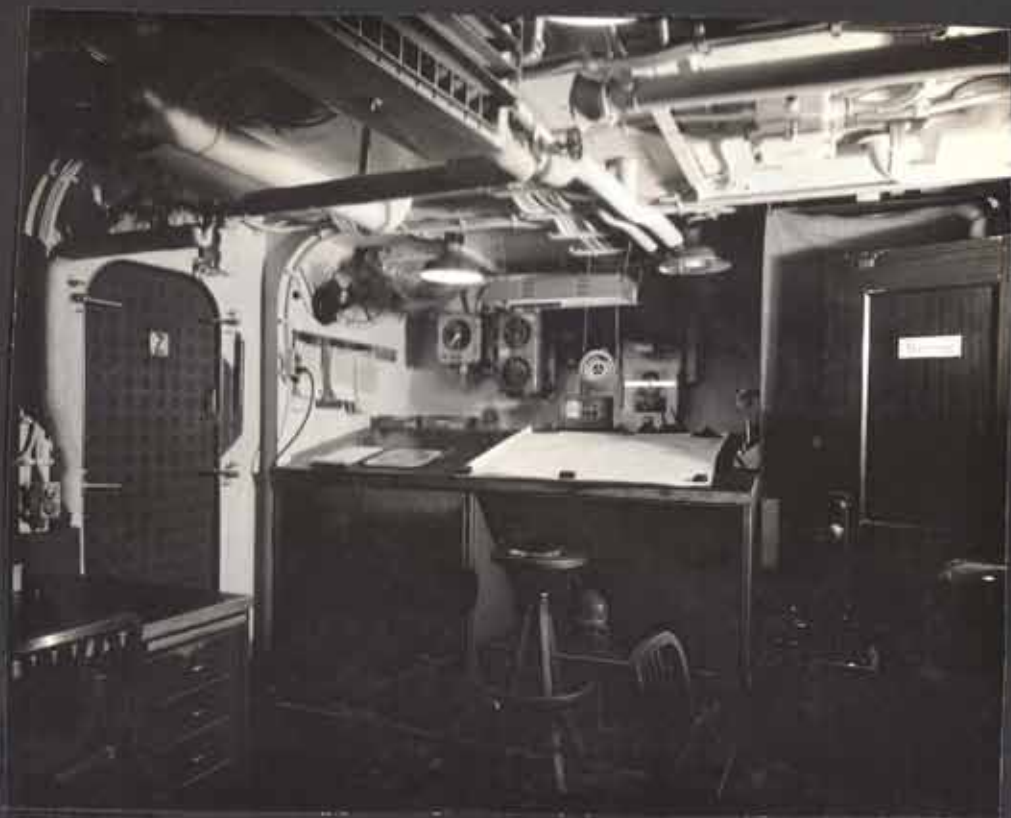
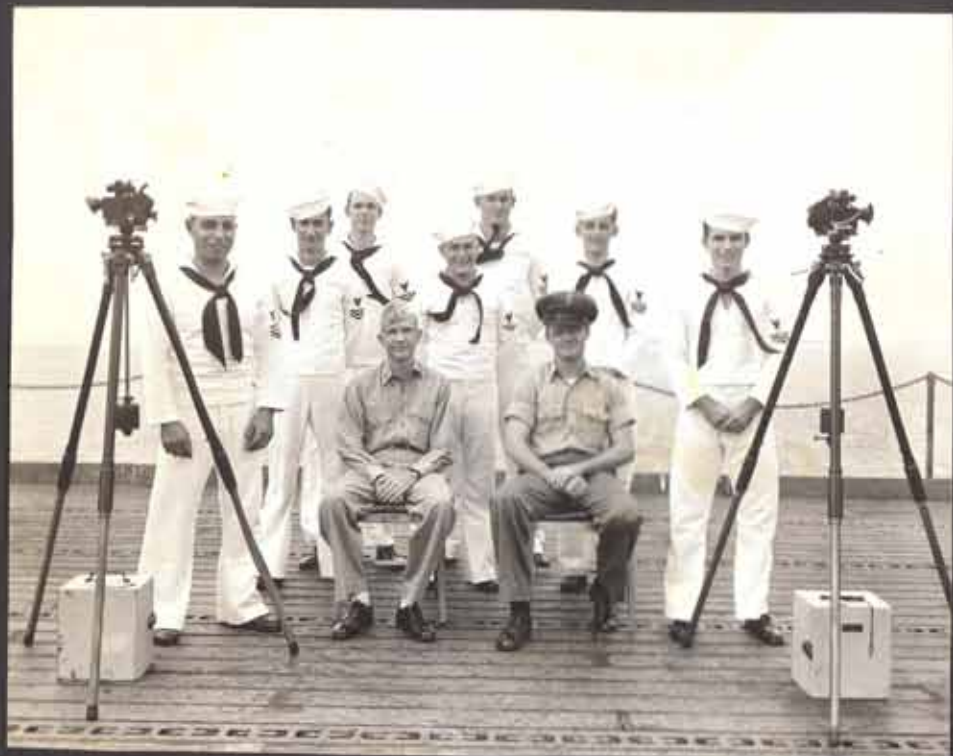
LT.(JG) TOMI ZAI, OF THE 721<sup>ST</sup> UNIT OF THE JAPANESE SPECIAL ATTACK FORCES, SCORED A BULLS-EYE ON FORWARD PART OF 'BIG E' DECK AND GAVE IT A BUSY DAY. HITTING AT 0700, ENTERPRISE 'SWEATED OUT ENTIRE DAY AND MORE KAMIKAZES WHO WERE

TRYING FOR THE KILL. THE TREMENDOUS FIRE WAS UNDER CONTROL IN 17 MINUTES. ANOTHER INDICATION OF WHY THE ENTERPRISE IS STILL THE FIGHTINGEST SHIP IN THE FLEET.



"MAN AND LOWER NUMBER ONE ELEVATOR."













FRAZIER CHECKING  
THE SELSYN



WINDS ALOFT SOUNDING  
ULRICH AND FRAZIER



TUNING FOR  
"TOKYO ROSE"







PREPARING THE "AEROGRAPH"  
FOR FLIGHT



FRAZIER, ROSIE AND I STUDY-  
ING THE LATEST PACIFIC WEAT-  
HER.



CHECKING THE "MONTHLY  
AEROLOGICAL RECORD"



THE "AEROGRAPH" AS MOUNTED  
ON BOMB RACK OF "DAUNTLESS"  
DIVE BOMBER.













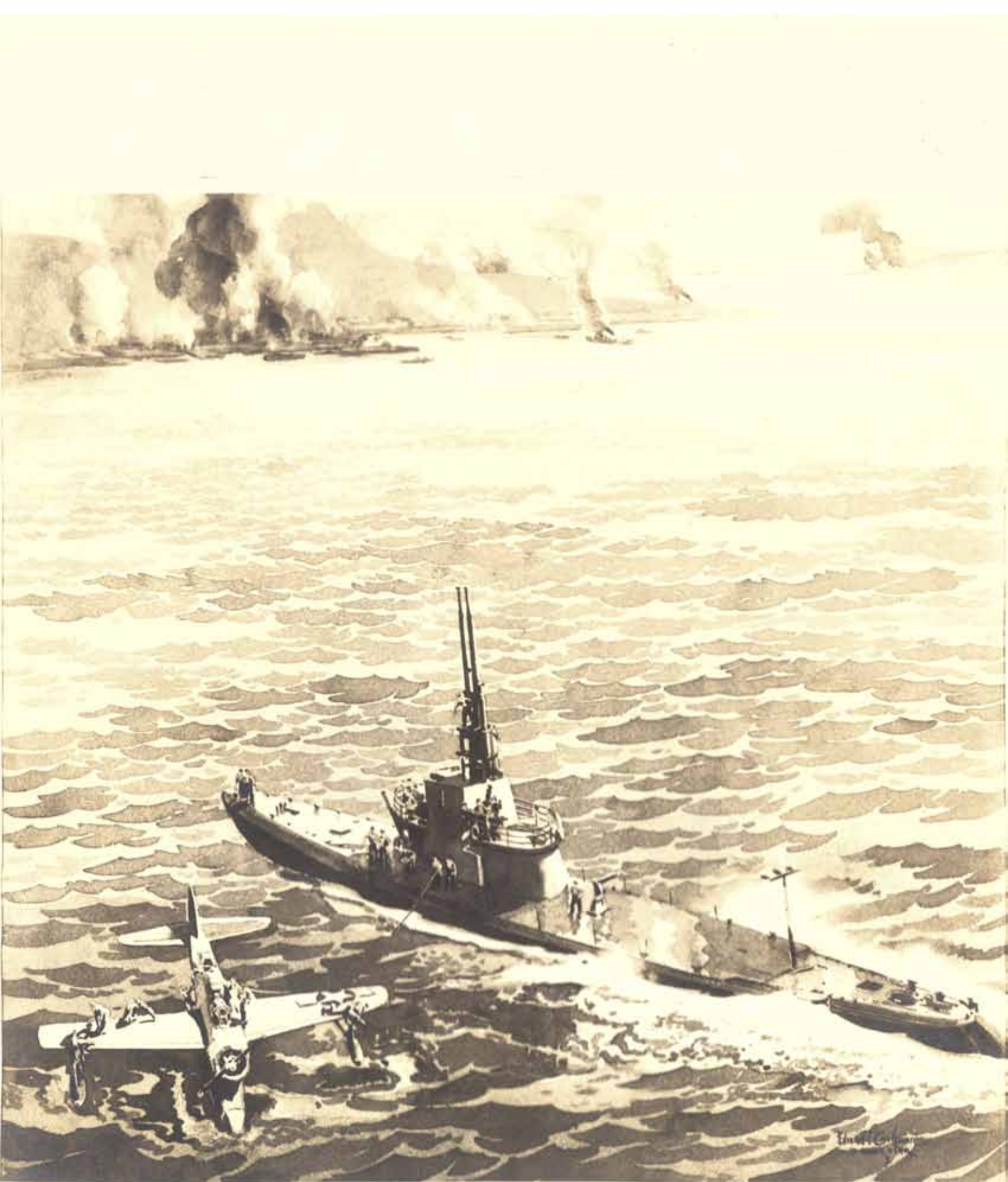


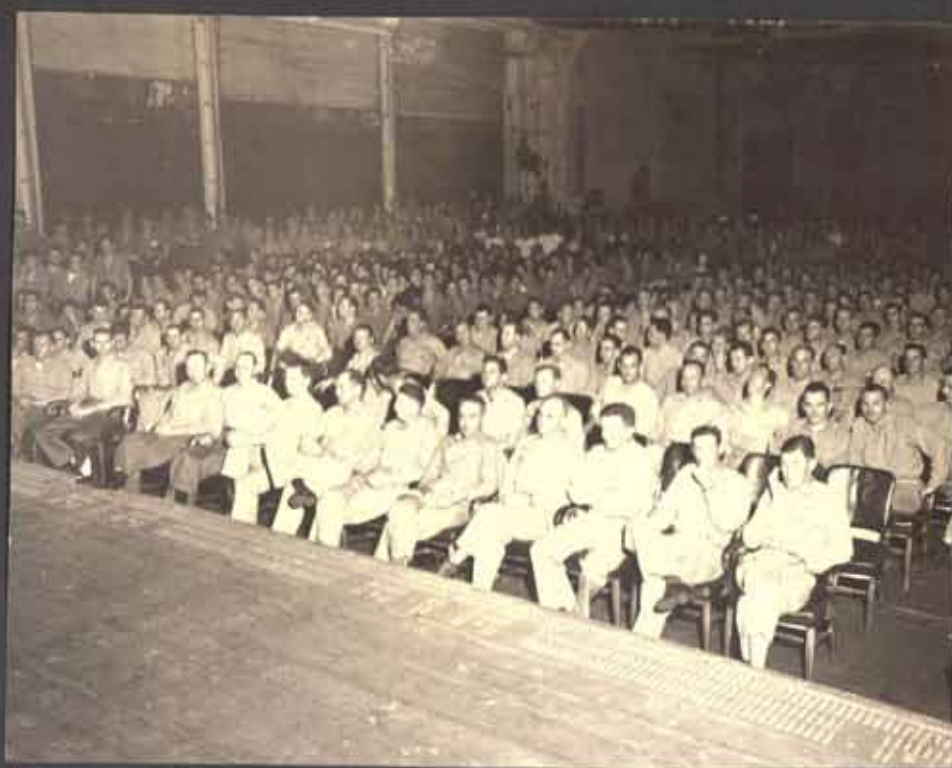






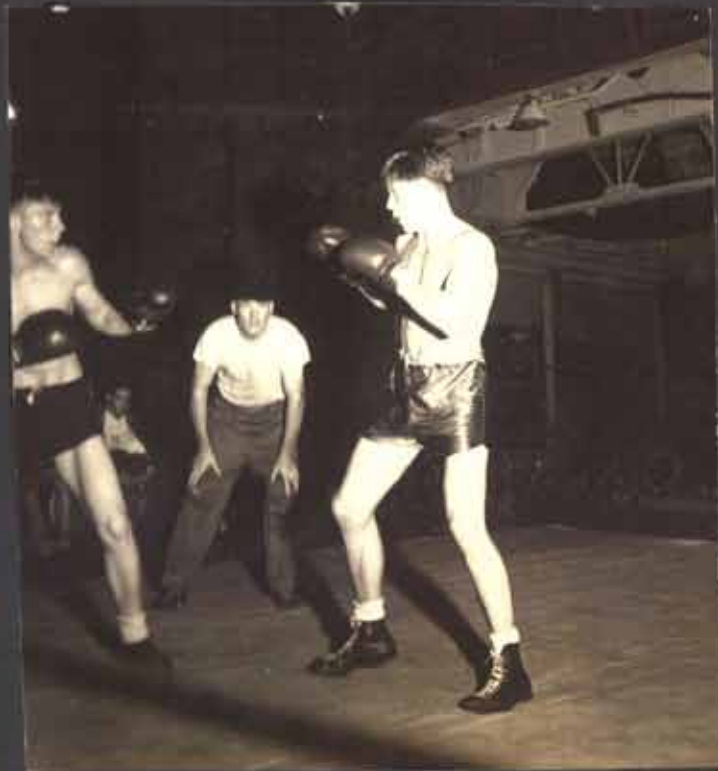




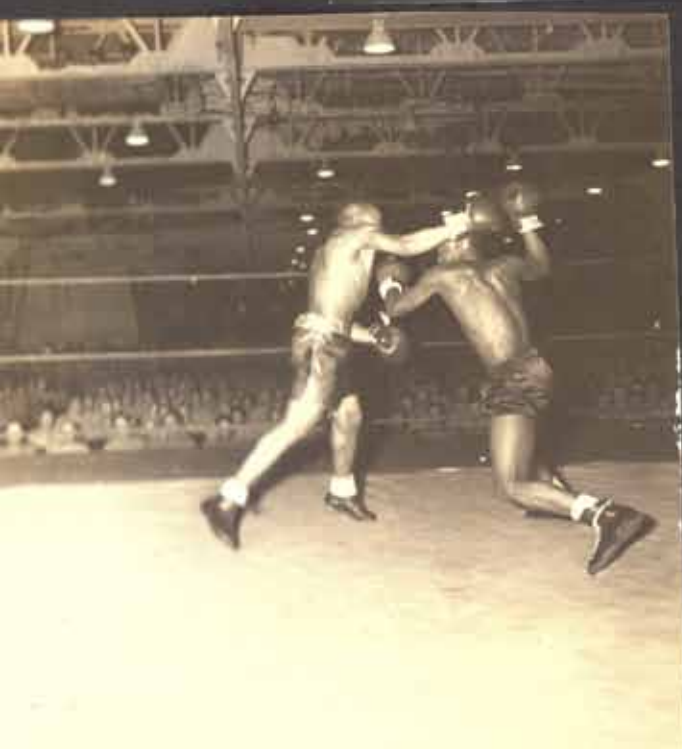


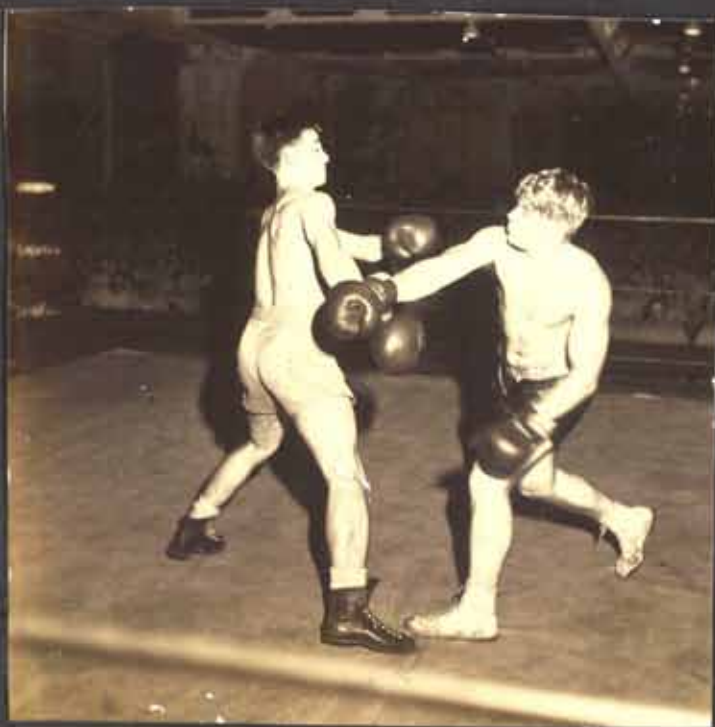




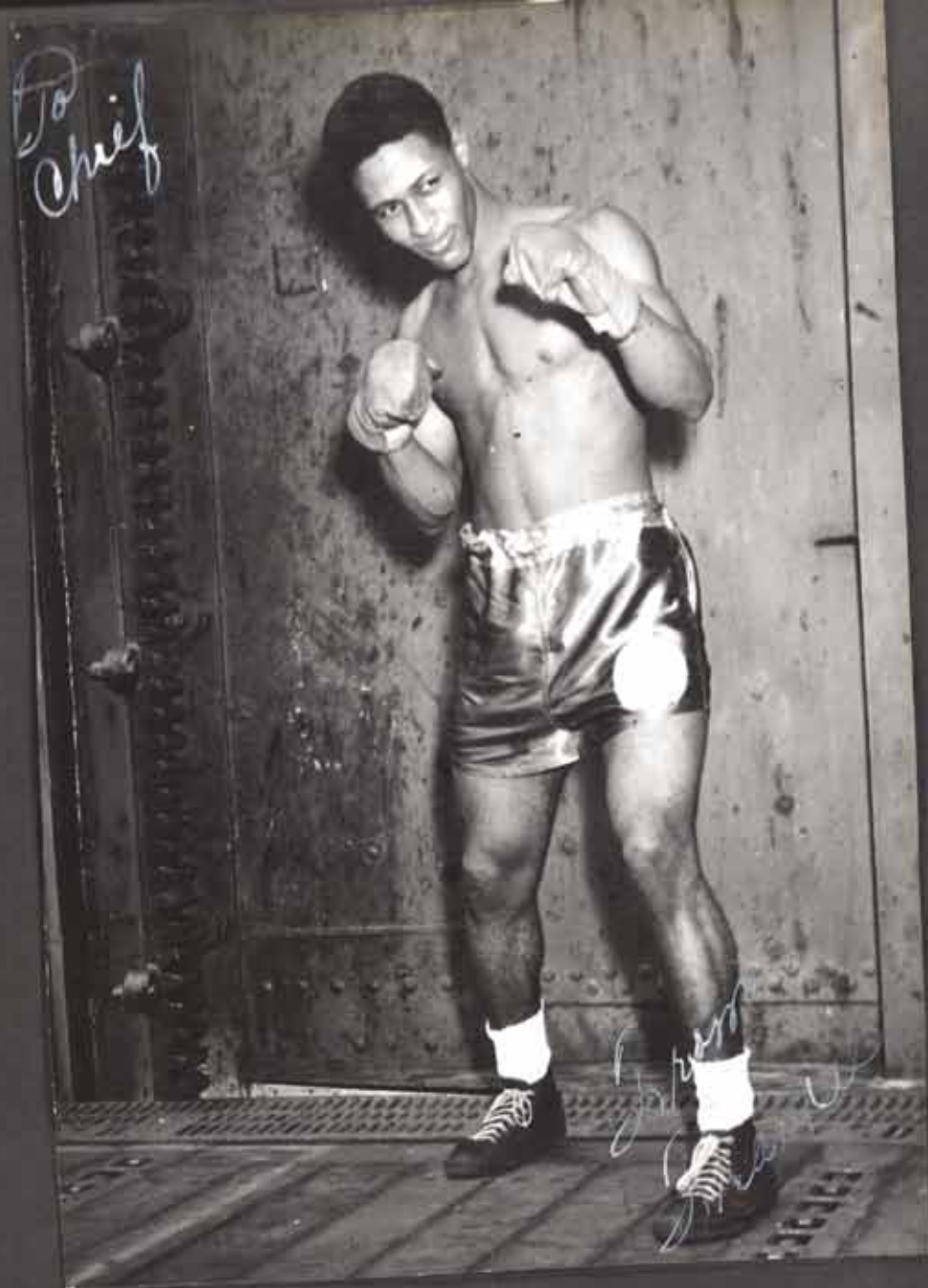






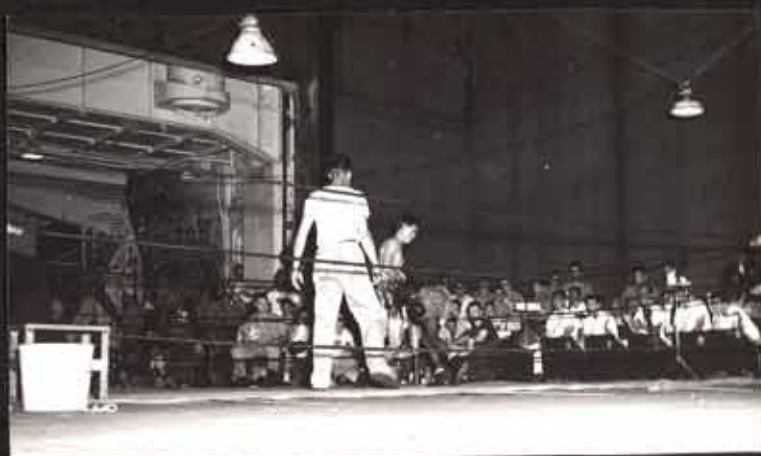












# U. S. S. ENTERPRISE (CV6)

## A SPORTS WINNER TOO

In accord with the ENTERPRISE tradition of being the fightingest carrier in the fleet, the Big "E" takes a place second to none in the realm of athletics. Whenever operations permit tournaments are held in basketball, volleyball and baseball. The keen competition of these intramural events lends impetus to the "E" athletic engagements with other ships of the fleet. The records rolled up by our basketball and boxing teams during the last cruise are unsurpassed anywhere. The high level of performance of these teams was typical of the ability of the ship as a whole in all duties.

The boxing team, ably coached by Chief Aerographer H. A. "Red" Boucher swept through eleven meets undefeated. They were tied by the Hornet and the Randolph, but at no time did the "E" men bow in defeat. Due to changes in personnel a number of different men made up the squad as the months went by, but thanks to Coach Boucher, the team is always in shape and ready to go when there is competition.

The Big "E" opened its schedule in a meet with the men of the Langley in a home series. In the first engagement, our sailors won 3½ to 1½ and in the return bouts won 4 to 2. Next they whitewashed the Cabot 5 to 0 and followed this win with a close victory over the Yorktown 4½ to 3½. The men of the Hornet, ably coached by Lieut. Bob Horvley held the ENTERPRISE to a 3 to 3 draw, but after sharpening their eyes by defeating the Bunker Hill 4 to 2, our men gained sweet revenge by stopping the Hornet in a return match 4 to 3. Next the Wasp was beaten 4 to 1 and the Lexington was stopped twice in a home and home series 7 to 0 and 4 to 2. The final bouts for the Big E were held to against the Randolph and our fighters were held to a 3 to 3 draw.

Many glove stars moved under bright lights of the boxing ring during this schedule. Paul "Killer" Carlos at 135 was undefeated in 7 bouts while Ham Bur-

ger and Lefty McCafferty were victorious 8 out of 9 times. Wild Bill Moody at 155 was a consistently fine performer. Shorty Boyer at 121 pounds joined the team late in the season, but showed sensational improvement to win his last two fights by knockouts.

Chief J. J. "Irish" Keegan 175 was the other luminary during the closing months of the campaign.

The complete schedule and record of the individual performers is as follows:

	Won	Lost	Draw	KO	TKO
135 Carlos, P.M.	7	0	1	1	2
165 McCafferty, W.D.	8	1	0	2	2
185 Burger, R. E.	8	1	0	3	2
155 Moody, W. J.	5	1	0	1	2
145 Datri, J.	7	1	0	1	2
155 Weber	2	0	1	0	1
172 Keegan, J. J.	2	1	0	2	0
121 Boyer, T.	2	1	0	2	0
190 Nunes, H. A.	2	2	0	2	0
180 Dixie, T. P.	1	3	0	0	1
170 Cubby, W. E.	1	4	0	0	0
145 Franklin	0	2	0	0	0
135 Stokie	0	1	0	0	0
122 Zambrano	0	1	0	0	0
138 Brown	0	1	0	0	0
	45	20	2	14	13

## Boxing Competitions

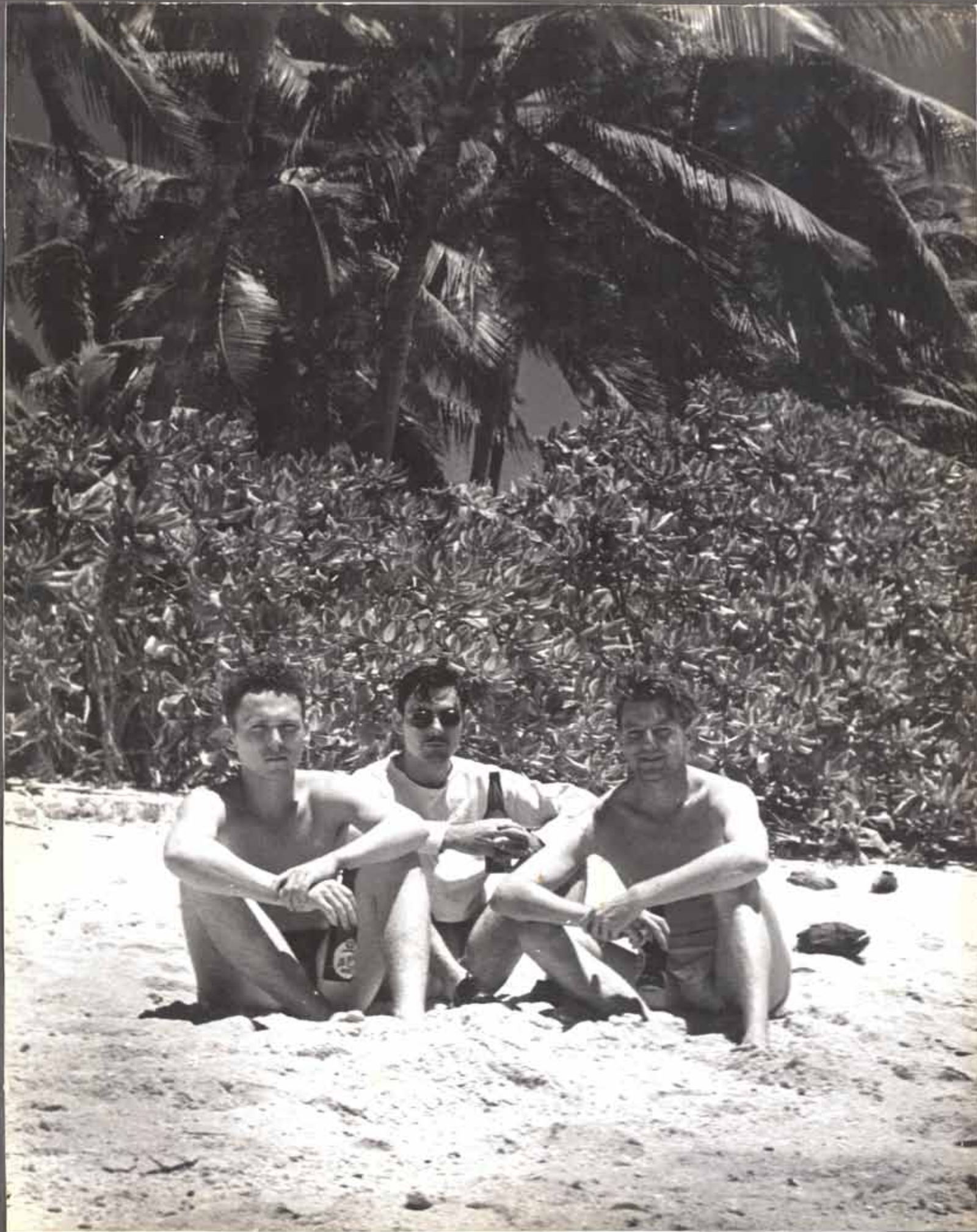
Big E vs Langley	3	1	1
E vs Langley	4	2	0
E vs Cabot	5	0	0
E vs Yorktown	4	3	1
E vs Hornet	3	3	0 draw
E vs Bunker Hill	4	2	0
E vs Wasp	4	1	0
E vs Lexington	7	0	0
E vs Lexington	4	2	0
E vs Randolph	3	3	0
	45	20	2

















Edward J. Giovane  
1st Lt. Col. USAF  
USAF















MAY



1944

CHIEF PETTY OFFICERS



# Enterprise, Sole Survivor in Her Class, Wins New Laurels in Philippine Invasion

By AL DOPKING

PEARL HARBOR (AP)—The "Big E" turned her proud, tough, old nose into the wind at full throttle—she had come through the gray mist one time again, this time for the battle of Leyte gulf.

The Japanese fleet had split and was trying to slip in from three directions against Douglas MacArthur's sitting convoy, and the four-day old invasion of the Philippines depended on the outcome.

To the U.S.S. Enterprise, sole survivor of her class and holder of a Presidential Unit Citation, it was an old story. She has a habit of casting a shadow across "the rising sun." Way back in '41, returning from Wake Island where she had delivered some fighter planes, she ran smack into the Japanese sneak attack and here were the only carrier-based aircraft in action that Dec. 7. Since then the 18,500-tonner's exploits have become a legend.

On a map, the trail of her persistent hunts for the enemy looks like the scribbles in a child's picture book, and takes in most of the major Pacific engagements.

She sailed deep into the Marshalls and Gilberts soon after Pearl Harbor for the first American blows against enemy territory.

She escorted the Hornet in within 400 miles of Tokyo for Jimmy Doolittle's daring air raid.

## CARRIER OFTEN HUNTS ALONE

Often she hunted alone, for there was a time when Uncle Sam could muster no other carrier for the battle. When the sleek new carriers arrived, she refused to be benighted.

She was in on the invasion of the Gilberts and Marshalls; at Truk, Palau, Yap, Wotani and Ulithi in the Carolines; Jaluit in the Marshalls; Emirau in the South Pacific; Hollandia in New Guinea; Saipan, Guam, the Bonins, the Ryukyus, Formosa and the Philippines.

In the Gilberts she pioneered with night combat fighters, losing one of her most famous fliers, Lt. Comdr. E. H. (Butch) O'Hare, but the venture saved the American fleet from the largest co-ordinated night air attack ever launched against it.

In the battle of the Philippines sea in June 1944, one of her planes was first to sight the enemy fleet, and later she damaged two enemy carriers there and got 22 planes.

At Santa Cruz she and the Hornet destroyed 133 enemy planes; damaged two carriers, two battleships and three cruisers before the Hornet was mortally hit.

At Truk her airmen sank 11 ships, damaged 21 others and destroyed more than 75 planes; at Palau, sank three ships and destroyed 11 planes.

## FLIERS ATTACK BATTLESHIP

Now in the battle for Leyte gulf she was turning her battle-wise nose into the breeze once again for blood. Her fliers swarmed off against a huge battleship, Japan's biggest and newest; another battlewagon of the older Kongo class, a Mogami heavy cruiser and seven or so destroyers.

With the "Big E" brood still 15 miles away, the Japanese were even firing their main batteries. Ack-ack explosions formed a circus-like cloud.

The giant battleship the Murotsu, was hit with 11 bombs and eight torpedoes and sank; a new type destroyer was set ablaze; the Mogami and another destroyer were left smoking.

Admiral next day the ack-ack was terrific. A large carrier was left afire, dead in the water; a battleship was hit; a light cruiser and a destroyer were plastered with rockets.



U.S.S. Enterprise, aircraft carrier, sole survivor of her class and holder of a Presidential Citation, is still on the tail of the enemy. "Big E" is responsible for some of the first American blows against enemy territory after Pearl Harbor. (Wide World photo.)

Both the carrier and the cruiser later sank and pilots said the destroyer exploded amid-ship.

By then, in the words of the air group commander, the Japanese fleet "was spread over an area of many miles, was fleeing, a disorganized mob."

Before the day ended "Big E" planes sank a small carrier, damaged a light cruiser and a destroyer and, as a parting gesture, gave chase to the frantic enemy, planting five bombs on a light cruiser, leaving her burning furiously, and three more on a battleship.

The "Big E" is known as a lucky ship and for the spirit of her men.

There was Midway, training with the Hated Hornet and Yorktown, she had been combing the broad waters without success for the Japanese carrier force only 730 miles west of Pearl Harbor.

If they failed to find the enemy, it might give him the initiative and spell disaster. The "Big E's" air group commander, Lt.

Comdr. Clarence Wade McClusky Jr., decided to take one more look—this time much farther out. It was a weighty decision, for the planes were running low on fuel.

But they found the enemy, and history was made that day. Never again has the enemy dared such a thrust.

The spirit of the Enterprise is hard to describe. Comdr. Thomas J. Hamilton, of Columbus, O., her executive officer for 18 months, once tried it.

"You can't really feel it," he said, "unless you've ridden her. It's something that grips men so completely that they subordinate themselves to all else."

Adm. William F. (Bull) Halsey was carried off his feet on her when war broke. He rode her to the Marshalls. His heart still rides her. He told her so in congratulating her on the Presidential Citation.

The past skippers are Vice Adm. George D. Murray, of 3402 Q st., Washington; Rear Adm. Charles A. Powell, Tyrone, Pa.; Arthur C. Davis, Brezling st., Worcester, Mass.;

(Continued on Page 3-C, Col. 2)

# U.S.S. Enterprise Wins New Laurels

(Continued from Page 1-C)

Osborne R. Hardison, Wadesboro, N. C.; Samuel P. Ginder, Albena, Pa.; Matthias B. Gardner, State College, Pa., and Capt. Cain D. Glover.

Murray wrote her first battle order, after she had started for Wake with the marine fighter planes in December 1941.

In closing, Murray said: "It is the tradition of our navy that, when put to the test all hands keep cool, keep their heads, and fight. Steady nerves and stout hearts are needed now."

## SENSE OF HUMOR GOOD

The "Big E" sense of humor is good, too—like the time the young plane recognition officer, Lt. (jg) Gerald Flynn, of Batavia, N. Y., was called by Rear Adm. John W. Reeves Jr. to identify a plane on the horizon. Flynn called it a B-25; Reeves thought it a B-24.

"I'll bet you a week's salary of mine against one of yours that it's a B-25," Flynn replied enthusiastically.

The admiral, mildly disturbed, said something about the ships and being big enough for both of them.

When Reeves was leaving the ship later for a new assignment, Flynn was the toastmaster at his farewell party. He recalled how the admiral had once told him there wasn't room for both of them on the Enterprise, and jokingly concluded:

"We're mighty sorry to see the admiral leaving tomorrow."

## ADMIRAL LAUGHS

They say the admiral laughed the loudest.

The Enterprise never has been held up in an operation by major engineering trouble; never has had to wait on the rearming crew for a strike. Her gunners have always bagged their share of enemy planes—for instance, 30 in the battle of Santa Cruz alone.

She never has time for glory. There was her return to Bremerton, Wash., in July 1943 for overhauling after 26 months in the Pacific.

As the old lady poked her nose a little further for battle—into port there were only the guards to greet her. Officially she wasn't there. Her officers and crew understood.

# ATTENTION AMERICAN TROOPS

The bearer is entitled to honorable treatment as prescribed  
by the Geneva Convention

## 生命保証狀

- 一、此ノ手札ノ所持者ハ米國軍ニ依ツテ救助サレハ特權ヲ有ス、
- 二、國際法條例ニ依リ公明正大ナル扱ヒヲ與ヘ充分ナル衣食住煙
- 三、草及ヒ醫療ヲ附與ス、
- 三、米國兵ハ救助ヲ欲スル者ノ命ヲ救フ為ニアラユル努力ヲナス、
- 一、西手ヲ頭上ニ高く上げ此ノ手札以外何ニモ持タズ米軍陣地ニ
- 向ツテユツクリト前進セヨ、
- 二、群ラス單身ニテ前進セヨ、
- 夜間ハ絶對ニ米國軍陣地ニ近寄ツテハナラス、但シラジオ放送
- ニテソレガ獎勵サレタ場合ハヨロシイ、
- 此ノ手札ハ日本兵日本人及朝鮮人労働者一般人民
- 並ニ島民ニ依ツテ使用スル事カ出來ル、
- 此ノ手札ヲ保存シテ命ヲ助ヨ、



U. S. S. ENTERPRISE (CV6)



USS ENTERPRISE  
of Fleet Post Office  
San Francisco, California

















